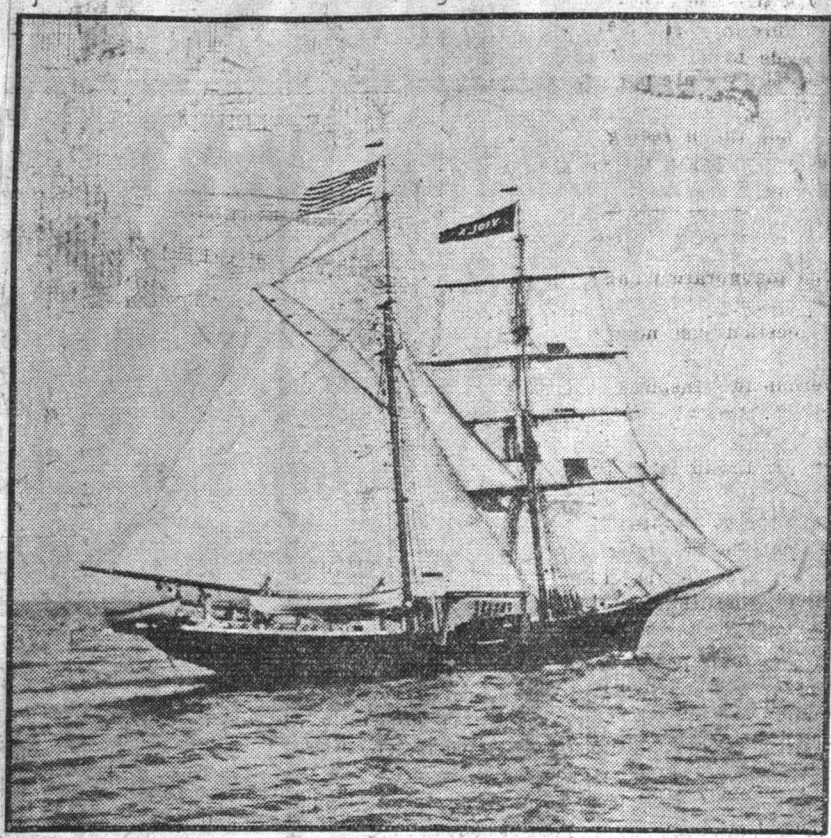


February 27.

Essex Built Whaler Viola Was One of the Lucky Crafts



WHALING BRIG VIOLA WHICH WAS RIGGED AT THIS PORT.

SOME FAMOUS CATCHES OF AMBERGRIS

Largest Ever Was Made in 1883 by the Bark Splendid.

In all the stories about the famous catches of ambergris the story of the largest and richest catch of all has never been printed. The whale from which the ambergris in question was taken was captured the first day of October, 1883, by the bark Splendid, hailing from Dunedin, N. Z. commanded by Capt. J. A. M. Earle. Capt. Earle is a native of the island of Martha's Vineyard and now a resident of the town of Mattapoisett.

Capt. Earle lives in retirement but it was only a year or two ago that he gave up chasing whales. He may yet be seen on the quarter deck of a whaling vessel, for he likes the sea, likes the excitement of the chase after the big creatures and he is not yet past the age when he is fully able to take a ship and assume the active duties and the severe strain of a whaling voyage such as he has been accustomed to make—a few months on the very rough right whaling grounds in the far Southern Indian Ocean and then a season or two on the smoother sperm whaling grounds in the Atlantic Ocean.

The whale from which the valuable mass was taken was a sperm whale and was caught on the Solander grounds off Chatham Islands, in lat. 46 degrees 32 minutes, lon. 166 degrees, 54 minutes. Capt. Earle struck the creature himself and when his oil was tried out it was found that the Splendid stowed down 93 barrels, but the ambergris found weighed on being taken from the whale 983 pounds. After the usual shrinkage in the mass had taken place it was found that there was 872 pounds of the valuable material.

The report was sent out of the big catch and the market fell flat, and it was 10 years before the last of the lot was sold, but the total proceeds of the sales of that big lump were \$125,000.

this firm found the ambergris of such extra good quality that they told me that if I had any more or could get any more like the first lot they bought that they would give \$50 an ounce. I didn't have the right quality then, and lost a chance to get a record price for ambergris.

"I had to work the stuff gingerly and would sell a little here and a little there, and many when it didn't seem to sell very well, the owners wanted me to take the whole lot left and sell it on my own hook, I bought all that was left, some 1600 ounces.

"The next year I went to San Francisco preparing to go north in a whaling vessel as master. I had the ambergris with me, and telegraphed to Leo Barnard that I wanted to sell the lump. I received word back that the agent of the firm would be sent on to see me. I met him in a short time at the Palace Hotel and he asked me what I would take for the ambergris. I told him it would be \$13.50 for the lot of 1600 ounces. He asked me if I would sell it by a small quantity and I replied that I wanted to sell the lot, to clean it up, as I was going on a whaling cruise.

"You wouldn't shade that price a little would you," he asked me, and I was firm and said that I wouldn't. We had some more talk and it resulted in my giving him until the next morning at 10 a. m. to let me know what I was to expect from him as to whether he would buy the lot or not.

"The agent's name was Vilabon, and I met him the next morning, and he said that he had telegraphed to Barnard, and that the best that he would do was to pay me \$9.75 an ounce for the ambergris.

"After leaving agent Vilabon, I immediately telegraphed to Ricksicer & Company of New York, asking them if they wanted 100 ounces of good quality ambergris at \$16 an ounce. Ricksicer goes over to see Barnard and asked him if he had anybody in San Francisco that was authorized to sell him ambergris at \$16 an ounce.

The owners of the Splendid presented Capt. Earle with a \$350 watch and a \$70 chain for making the catch.

The manner in which some of the lot was sold makes an interesting story as told by Capt. Earle.

"William Elder, the owner of the Splendid to an extent of one-fourth of the ship, was a chemist, and he knew what the ambergris was worth and he knew that it would flood the market to put out the immense lump all at once so the lump was locked in a safe and it was kept for some time. But the secret leaked out, for the sailors talked about the great catch, and the owners began to try to dispose of it.

Some of the ambergris was sold in Australia, a lump of 90 pounds being purchased by Young, Ladd & Coffin, while agents were started simultaneously for London and New York.

"Some was sold in both places, and I remember that some of the ambergris sold in London was afterward bought by Dodge & Alcock in New York at \$1.12 an ounce, something like 1200 ounces. McKissing & Robbins of New York bought some of the catch at \$18 an ounce. This was some of the very best part of the lump, and afterward "I don't know just how Barnard got out of telling Ricksicer that I was there to sell ambergris, but agent Vilabon came flying to see me in a very short time, and was anxious to again open up negotiations for my lump of ambergris, and the result was that I sold him all I had at my price of \$13.50 per ounce.

"The joke was too good to keep, and so I told Vilabon what I had done and he showed me the telegram he had received from Barnard, which read as follows: 'Close with that man at once at \$13.50. He is trifling with our customers.'"

While the Splendid's lot of 872 pounds sold for \$125,000 and averaged between \$135 and \$140 a pound, the average price received for all the ambergris caught during the time anything like an accurate record has been kept, will probably be \$200 a pound. Since 1840 down to the present time the records show that 4070 pounds have been accounted for, which at \$200 a pound shows that the whalers have received \$814,000.

The record of catches of year follows:

- 1841—Brig America, Wareham, 18 lbs.
- 1858 Sch. Watchman, Nantucket 600 lbs.
- 1864—Sch. Walter Irvin, Provincetown, 10 lbs.
- 1865—Sch. Sarah E. Lewis, Boston 40 lbs.
- 1866—Bark Sea Fox, New Bedford, 150 lbs.
- 1867—Sch. William Wilson, Marion 8 lbs.
- 1867—Trading vessel, 128 lbs.
- 1869—Ship Herald, New Bedford, 70 lbs.
- 1870—Bark Elizabeth, Westport, 208 lbs.
- 1878—Bark Minnesota, New Bedford, 18 lbs.
- 1878—Bark Adeline Gibbs, New Bedford, 132 3-4 lbs.
- 1878—Bark Bartholomew Gosnold, New Bedford, 125 lbs.
- 1879—Bark Letitia, New Bedford, 100 lbs.
- 1882—Bark Falcon, New Bedford, 136 lbs.
- 1883—Sch. Orie M. Remington Provincetown, 7 lbs.
- 1883—Bark Splendid, Dunedin, N. Z., 983 lbs.
- 1884—Sch. George H. Phillips, Provincetown, 61 lbs.
- 1885—Landed at New Bedford, 128 lbs.
- 1886—Sch. Antarctic, Provincetown, 35 lbs.
- 1887—Sch. Antarctic, Provincetown, 25 lbs.
- 1887—Sch. Antarctic, Provincetown, 214 lbs.
- 1888—Sch. Eleanor B. Conwell New Bedford, 57 lbs. And 22 lbs. from another schooner.
- 1889—Sch. Rising Sun, Provincetown, 95-8 lbs.
- 1889—Sch. Adelia Chase, New Bedford, 151-2 lbs.
- 1889—Two New Bedford schooners, 41 lbs.
- 1890—Two lumps to New Bedford, 213-4 lbs.
- 1891—Sch. Adelia Chase, New Bedford, 274-16 lbs.

- 1891—Two other lots aggregating 13 13-16 lbs.
- 1892—Bark Greyhound, New Bedford, 40 lbs.
- 1892—Sch. William A. Grozier, Provincetown, 10 lbs.
- 1894—Sch. Adelia Chase, New Bedford, 128 lbs.
- 1899—Bark C. W. Morgan, New Bedford, 50 lbs.
- 1900—Bark Morning Star, New Bedford, 7 lbs.
- 1901—Bark Morning Star, New Bedford, 20 lbs.
- 1902—Sch. Adelia Chase New Bedford, 11 lbs.
- 1905—Sch. John R. Manta, Provincetown, 12 lbs.
- 1906—Bark Morning Star, New Bedford, 3 lbs.
- 1906—Sch. Adelia Chase, New Bedford, 7 lbs.
- 1910—Bark Plantina, New Bedford, 10 lbs.
- 1910—Sch. America, Cape de Verde Islands, 7 lbs.
- 1910—Schooners brought from Azores 200 lbs.
- 1911—Brig Viola, New Bedford, 55 lbs.
- 1911—Bark Bertha, New Bedford, 55 lbs.
- 1912—Bark Bertha, New Bedford, 4 lbs.

Ambergris is the wax-like substance found at rare intervals but sometimes in relatively large quantities, in the intestines of the sperm whale. With the exceptions of the choice pearls and coral, it is the highest-priced product of the fisheries, selling at upward of \$40 an ounce. It has been a valuable object of commerce for hundreds of years.

Ambergris is generated in either sex of the sperm whale, but far more frequently in the male, and is a result of a diseased state of the animal, caused possibly by a biliary irritation as the individuals from which it is secured are almost invariably of a sickly appearance and sometimes greatly emaciated. It is not a frequent occurrence for whalers with half a century's experience to never have seen any ambergris.

Ambergris occurs in rough lumps, varying in weight from less than one pound to nearly 1000 pounds stated in the beginning of this article. It generally contains fragments of the beak or mandible of squid or cuttle fish, which constitutes the principal food of the sperm whale.

When first removed from the animal it is comparatively soft and emits a repugnant odor, but upon exposure to the air it grows harder, lighter in color, and assumes the appearance when found floating on the ocean. It is light in weight opaque, wax-like and inflammable. Its color ranges from black to whitish gray and it is often variegated with light stripes and spots resembling marble somewhat.

When dried—the only curing process it undergoes—it yields a subtle odor faintly resembling that of honey. It softens under heat like wax, and in that condition may be easily penetrated by a needle. A proof of its good quality is a polished needle meeting with no obstacle when pushed through it, and if the needle be red hot the substance will exude an oil.

When stored for a length of time it becomes covered with dust like chocolate. It contains some moisture that gradually evaporates, reducing its weight, but increasing its intrinsic value.

While ambergris has been used for years as a medicine, at the present time the principal and almost the only use is in the preparation of fine perfumes. It furnishes an important ingredient in the production of choice bouquet or extracts and it also acts as a fixer and adds permanency to the ingredients employed. For the perfumers' use it is generally made into an essence or tincture by dissolving four ounces in a gallon of alcohol.

The value of ambergris depends largely on its scarcity at the time it is caught, and freedom from impurities.—Boston Globe.

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NEWS FOR THE LAKE FISHERS

The fishing tug Sunbeam, Captain Roy Smith, which was supposed to have gone to the bottom of Lake Michigan Friday, steamed safely into Sheboygan, Wis., the next morning. The engine of the Sunbeam broke down when the craft was 25 miles out. Captain Smith blew whistle signals during the day after dark lighted a kerosene torch, but neither was answered. Late at night, Captain Smith effected repairs on the engine and was enabled to reach within 10 miles of port when there was another breakdown. Shortly after the second accident, however, the Sunbeam was lighted by the tug Peerless and taken in tow.

Solid ice on Little Traverse Bay, Mich., prevents the sea gulls from obtaining fish for food, and many of them are starving. Fishermen are feeding them in many instances, and the aid of benevolent societies and the Boy Scouts probably will be invoked, these having done much good work in a like manner last winter.

Herman Ruh, a fisherman of Put-in-Bay, Ohio, was saved from almost certain death on Lake Erie last Monday, when, after a thrilling experience he was rescued from his perilous position on a small field of floating ice which carried him out about two miles on the lake. He was nearly overcome by exposure. Ruh had been fishing in his shanty on the ice off the east side of the island. About 9.30 o'clock the ice parted and the field on which Ruh's shanty stood went out. Ruh shouted for help and his wife heard his cries from shore. No one else was in sight and Mrs. Ruh ran to the water front and put in a row-boat to rescue her husband. She became exhausted, however, when about halfway out and had to give up. In the meantime Guy Chapman got into a small boat and rowed out into the lake. The floating field which carried Ruh had been stopped by another big field of ice, and this enabled Chapman to catch up with it. Ruh was taken aboard the boat and brought ashore, but the fish shanty was lost.

Menominee, Mich., Feb. 19.—Frozen stock of all kinds have been scarce the past week and prices jumped higher than ever before in the history of the business. Dealers paid as high as \$3.35 per cwt. for frozen herring, and while the catch has been comparatively light, some of the fishermen are making snug sums from this source. Wisconsin fishermen have organized and will fight the new ruling made by the State warden regarding the fishing of two-inch mesh pound nets. A meeting was held at Oconto, Wis., and enough money subscribed to test the law, as the fishermen claim that the present ruling of two-inch as fished is uncalled for, and will also use considerable effort to have the next session of the Legislature enact a new law to read two inches in pot or crib of pound nets as manufactured same as the present Michigan law reads. Menominee gill netters have been successful in hauling in some good lifts of chubs, and the demand for these fish, which are used principally in the smoked fish trade, has been extra good during the Lenten season. Prices for the week ruled as follows: Perch, 8c; trout, 10c; whitefish, 14c; pike, 9c; green herring, 3c; frozen, \$3 to \$3.25 per cwt. Suckers were bought for 6c dressed.

Bay City, Mich., Feb. 10.—The fishing at this point has not been so good this week as it has been, but they are getting a few with the hooks and spears and the catch has been all perch. The nets are not doing very well just now, but they expect to get suckers soon now for this is the time of the year they come in the rivers. There are quite a few shanties out on the bay now, and more going out every day, and they soon expect to get the pickerel and by the first of March, if the ice keeps good, will be getting some big catches, and the fishermen are making big plans for this time to come. At Bay City it is nothing this winter to see from two

to three hundred shanties on the ice, and from one to two men in each shanty and in a week's time they get a lot of fish with their hooks, and most of them are taken home each night, and this helps to cut down the high cost of living at Bay City during the winter months. The sale of salt and frozen fish seems to be good and the prices are keeping up good on all kinds and a good many of them are being smoked, and the demand for these is good also and are going out fast as can be put up. About 25 fishermen went to Lansing last week to meet the State fish warden to have some good laws passed to protect the fish in Saginaw Bay, and it looks favorable for having things fixed up fair for both parties also to protect fish. Henry A. Benson has been doing great work the last week, and his buildings are going up fast, and it is looking good and he is going to have a fine plant when finished, and that will be soon. All the ice and fish dealers have their ice up and it is a fine lot of ice, and have a full supply and they feel good over it, for it did look bad awhile and some of them got anxious. About 150 boxes of perch went to the New York market this week from Bay City.—Fishing Gazette.

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WORK SEVEN MONTHS FOR \$150

How French Bankers Fit Out and Various Lays of the Men.

eam Trawlers Not Yet Dangerous Rival of Sailing Craft.

The method of fitting the French trawlers and the French fisheries on Newfoundland banks and the various ways in which the crews are paid is the subject of an interesting article of Consul John K. Baxter at St. Pierre in a recent article published in Daily Consular and Trade Review.

He says: It is an established historical fact for more than 400 years French fishermen have come each season to the shores of Newfoundland and the neighboring Banks, except during the wars with England, when French ships were temporarily driven from these seas. The industry has been remarkably conservative. While it would be inaccurate to say that the fishery is now prosecuted substantially as it was in the days of Columbus, yet conditions and methods have changed but slowly from century to century, and there is a similarity between the life of a French fisherman in 1912 and that of his remote ancestors in 1512. The nineteenth century, which revolutionized the processes of nearly every other industry and trade, even agriculture, made few changes on the Newfoundland Banks. Almost the only change affected during this period was the substitution of light dories for the clumsy "chaloupes" that had been used prior to 1865. It is only within the last five years that the steam trawler has appeared as a rival, although not as yet a dangerous rival, of the brig and schooner.

Norman and Breton Crews.

In 1912 the French had 280 sailing vessels on the Banks. Forty of these were fitted out in the colony of St. Pierre and Miquelon, which lies south of Newfoundland. These were small schooners of an average gross burden of 75 tons, carrying six or seven dories each and a crew of 19 or 20 men. The remaining 240 vessels were fitted out in Normandy and Brittany. Their average gross burden was 252 tons, and they carried 12 to 18 dories. The combined fleet employed 7500 fishermen.

The colonial schooners are manned by Normans and Bretons, who come out to St. Pierre in the spring on a steamer chartered for the purpose and return to France at the close of the fishing season in the autumn. It is only in comparatively recent years that a steamer has been used for this transport service. Formerly the fishermen made the trip in sailing vessels, which were often dangerously overcrowded. To prevent this, it was ordered by ministerial decree in 1881 that not more than two persons for each three tons gross, crew included, should be embarked on any vessel making the passage between France and Newfoundland. This maximum limit may have been low enough for safety, but it can scarcely have been conducive to great comfort on small sailing vessels.

Vessels fitted out in France naturally carry their own crews across the North Atlantic to the fishing grounds. They leave their home ports in late March or early April and require 14 or 45 days for the passage, according to wind and weather. Their method of navigation is of the simplest. According to the report of the commander of the French naval station in 1909, the masters of fishing vessels take observations for latitude, but they have no chronometers and are unable to determine their longitude with accuracy. On the outward voyage they can tell by soundings when they have arrived on the Banks. On the return voyage they can roughly estimate their position when they cross the steamer lanes converging toward the English Channel.

Earnings of French Fishermen.

French fishermen do not work for wages, but for a share of the catch. There are several different forms of contract. At St. Pierre the men are paid so much per thousand fish delivered by their particular dory. The dory boss (patron de doris) receives 70 francs (\$13.51) and his mate (avant de doris) 55 francs (\$10.62) per thousand. But before they leave home the men draw an advance payment to be deducted from their future earnings. According to M. Louis Legasse, a St. Pierre shipowner, the amount of this advance payment varies between 400 and 600 francs (\$77.20 and \$115.80), but a man reputed to be a skillful fisherman, whose services are in demand, can often obtain as much as 800 francs (\$154.40) in advance. These advances are supposed to provide funds for the fisherman's outfit and for the maintenance of his family during his seven months' absence. It not infrequently happens that a man's share at the end of the season is not sufficient to cover the amount advanced to him in the spring. In that case the owner loses the difference and the man himself returns to France with empty pockets.

To illustrate the earnings of St. Pierre fishermen, M. Legasse quotes, in a pamphlet published in 1900, the salary list of his schooner Navarraise for the season of 1899. The dory bosses drew an average of 1,172 francs (\$226.20) and their mates an average of 1,063 francs (\$205.15). However, that was an exceptional season. The Navarraise caught 3,379 quintals (quintal equals 220.46 pounds) of fish. The average catch of the St. Pierre schooners during the past 10 years has been 1,557 quintals. The salary list of the schooner Union for 1911 shows that the dory bosses made 506 francs (\$97.65) and the dory mates 405 francs (\$78.16).

Fecamp Methods and Wages.

M. Adolphe Bellet, an owner of fishing vessels and president of the Chamber of Commerce of Fecamp, says that at Fecamp owners begin to engage crews for the following season as soon as the fleet returns from the Banks in the autumn. When a man is engaged he receives a substantial lump sum, known locally as a "pur don," to bind the bargain. When the articles are signed before sailing, each member of the crew receives a second lump sum called the "pot de vin." Finally at the end of the season, when the fish has been sold and expenses and losses incurred after the beginning of the voyage have been deducted from the gross returns, the owner retains four-fifths of the remainder and one-fifth is distributed among the crew. M. Bellet estimates the wages of a fisherman as follows: "Pur don" and "pot de vin," \$135.10; average share in the catch, \$77.20; two months' employment on wages about the ship after the return to France, \$19.30; total, \$231.60. This is substantially the same as M. Legasse's example for St. Pierre, and it may be supposed to represent the maximum rather than the average earnings of a fisherman. Counting good years with bad, his seven months of hard labor and exposure probably net him not more than \$150. It is a curious fact that all of the recent reforms have been due to the initiative of naval officers, administrative officials, persons engaged in the philanthropic work of the Societe des Oeuvres de Mer, and enlightened shipowners. The fishermen themselves do not appear to have demanded a betterment of the conditions of their employment.

(A translation of recent French fishing laws, transmitted by Consul Baxter in connection with the foregoing report, will be loaned, upon application, by the Bureau of Foreign and Domestic Commerce, Washington, D. C.)

Portland Fish Notes.

Sch. Virginia which arrived at Portland with 22,000 mixed fish Monday was five weeks out of Boston on this trip and reports exceedingly rough weather during the entire time. For 3 weeks out of the 5 she was unable to drop a single hook on account of the high wind and heavy seas. During the blow she broke her mainboom besides suffering several other minor accidents. However, she brought in the largest fare of fish that Portland has received in the past two months. Other fish arrivals were the Topsail Girl, with 6000, the Albert Black with 7000, the Lochinvar with 15,000, Mary Sennett 7000; Martha E. McLain 3000.

Pensacola Fish Receipts.

Receipts at Pensacola last week are smaller. Many smacks are due, but arrivals have not been many.

Those arriving last week were: For E. E. Saunders & Co.: Thomas G. Carroll, 21,625 snappers, 19,500 groupers; Ida S. Brooks, 16,535 snappers, 15,120 groupers; Cavalier, 20,515 snappers, 7,165 groupers. For Warren Fish Co.: Silas Staurins, 17,555 snappers, 1,650 groupers.

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WALRUS IN NARRAGANSETT BAY

The first walrus ever seen in Narragansett Bay chased two young daughters of the Sandy Point lighthouse keeper who were out in a rowboat. It had tusks more than two feet long. Beaten in the face it headed for the sea.

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BROUGHT DOWN COD TO SPLIT

Sch. Independence II Will Also Have New Rudder Shipped.

The only fish arrival here this morning is sch. Independence II, Capt. John McInnis who brought down 50,000 pounds of codfish left over from yesterday after disposing of half of his fare at T wharf.

The gill netters had a fair day yesterday, the total receipts of the fleet being 35,000 pounds. The small steamers fishing inshore had mostly cod, the fish being of a good run and size. The largest crafts had mixed fares of pollock, haddock and cod.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Carrie and Mildred, gill netting, 1000 lbs. fresh fish.
Str. Robert and Edwin, gill netting, 1200 lbs. fresh fish.
Str. Quoddy, gill netting, 1400 lbs. fresh fish.
Str. Dolphin, gill netting, 1000 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 1200 lbs. fresh fish.
Str. Swan, gill netting, 600 lbs. fresh fish.
Str. Rough Rider, gill netting, 400 lbs. fresh fish.
Str. Margaret D., gill netting, 1500 lbs. fresh fish.
Str. F. S. Willard, gill netting, 2000 lbs. fresh fish.
Str. Prince Olaf, gill netting, 2600 lbs. fresh fish.
Str. Nomad, gill netting, 2000 lbs. fresh fish.
Str. Enterprise, gill netting, 3000 lbs. fresh fish.
Str. Hugo, gill netting, 300 lbs. fresh fish.
Str. Sunflower, gill netting, 1500 lbs. fresh fish.
Str. Anna T., gill netting, 300 lbs. fresh fish.
Str. Evelyn H., gill netting, 1000 lbs. fresh fish.
Str. Ethel, gill netting, 1500 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 200 lbs. fresh fish.
Str. Gertrude T., gill netting, 1500 lbs. fresh fish.
Str. Geisha, gill netting, 2000 lbs. fresh fish.
Str. Nashawena, gill netting, 1000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 2000 lbs. fresh fish.
Str. Harold, gill netting, 1000 lbs. fresh fish.

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Str. Mystery, gill netting, 1200 lbs. fresh fish.
Str. Medomak, gill netting, 700 lbs. fresh fish.
Str. R. J. Kellick, gill netting, 1400 lbs. fresh fish.
Str. Bessie M. Dugan, gill netting, 400 lbs. fresh fish.
Str. Lorena, gill netting, 400 lbs. fresh fish.
Str. Sawyer, gill netting, 800 lbs. fresh fish.
Str. Lidia, gill netting, 900 lbs. fresh fish.
Sch. Little Fannie, gill netting, 2200 lbs. fresh fish.
Sch. Independence, II., via Boston, 50,000 lbs. fresh cod

Sailed Today.

Sch. Arethusa, haddocking.

Vessels Sailed Wednesday.

Sch. Marsala, Georges handling.
Sch. Pauline, Georges handling.
Sch. Thalia, Georges handling.
Sch. Volant, Georges handling.
Sch. Catherine Burke, halibuting.
Sch. Kineo, halibuting.
Sch. Belbina P. Domingoes, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Clara G. Silva, haddocking.
Sch. Massasoit, haddocking.
Sch. Jeanette, haddocking.
Sch. Adeline, haddocking.
Sch. Annie and Jennie, haddocking.
Sch. Rose Standish, haddocking.
Sch. Harriett, haddocking.
Sch. Priscilla, haddocking.
Sch. Edith Silveria, haddocking.
Sch. Jorgina, haddocking.
Sch. Leonora Silveria, haddocking.
Sch. Diana, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5.25 per cwt.; medium, \$4.75, snappers, \$3.25.
Eastern deck handline codfish, large, \$5.25; medium, \$4.50.
Eastern halibut codfish, large, \$4.50; mediums, \$3.75. snappers, \$3.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Newfoundland salt herring, \$3.25 per bbl.
Newfoundland pickled herring, \$5 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 80c; round, 90c.
Bank halibut, 15c per lb. for white and 11c for gray.
Newfoundland frozen herring, \$2.75 per cwt.

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WAS BLOWN OFF BY HURRICANE

Salt Str. Guild Hall Here From Trapani After Hard Passage.

The British steamer Guild Hall, Capt. William Fretwurst, arrived here yesterday afternoon with a cargo of 3600 tons of salt for the Gorton-Pew Fisheries Company.

The steamer was 30 days from Trapani and last week ran into a hurricane and was blown off her course, northeast of Bermuda. The storm lasted four days, during which time two boats on deck were smashed, doors and windows of the wheelhouse and other deck equipment was badly damaged.

Capt. Fretwurst was reported by a passing steamer, but never put into port, continuing along until he arrived here yesterday afternoon and anchored off Ten Pound Island.

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DOMESTIC SALT FISH MARKET

There is a little more action this week in the New York market for dried fish, but the orders are small comparatively, and not much of a Lent call has been shown so far, says the Fishing Gazette of last week. Prices remain steady and the holders seem confident that the demand will improve considerably as the season advances.

Lunenburg holders are now asking \$5.80 for bank fish ex vessel Lunenburg but Halifax merchants are only willing to take \$5.50 delivered Halifax and they are not too keen on buying even at these figures as they say there is a prospect of still lower prices before the new season opens, says the "Maritime Merchant." The Porto Rico market has been very disappointing of late. Recent shipments have found a congested condition of supplies and have shown a loss to the exporter. Jamaica, another market for Lunenburg fish, is also doing poorly at the present time, and in the other British islands there is never the same prospect for our fish as in the places mentioned, by reason of the fact that they get more or less from Newfoundland. Cuba is about the only West India market today that is treating us fairly and her needs of bank fish are relatively less than the other islands. Taking these facts for what they are worth, therefore, it does appear that our prospects in the West Indies are not very encouraging at the present time.

Other foreign fish markets are said to be as follows: Northern Brazil, weaker, and no sales possible at present; Mediterranean fairly good for first quality shore fish, of which there is a great scarcity. Other markets generally weaker, except for very high grade stock. There has been a break in values of French fish recently. The French catch was 50 per cent short last year, and an effort was made to hold it for high figures. A few days ago, however, the agreement between the holders was burst and now prices are much lower than a few weeks ago. There is nothing new to be said of pickled fish.

THE PACIFIC HALIBUT CATCH

During the year of 1912 there were 651 persons employed in all branches of the Pacific halibut industry. The total investment was \$1,194,073. The prepared weight of the catch amounted to 17,315,171 pounds, which sold for \$822,362, a small increase in the total over 1910, but a slight decrease in the output of southeast Alaska. There was a slight falling off in the number of vessel fishermen while there was little over half the number of shore fishermen employed. With this may be noted a marked decrease in the number of small launches, bringing about a slightly smaller total investment in the fishery in spite of a heavier valuation of the larger vessels and shore property. In this connection it should be stated that the shipments reported by the Puget Sound fleet operating in Alaska fell from 3,531,644 pounds, in 1910, to 2,339,379 pounds in 1911. These figures may indicate the beginning of a depletion of the southeast Alaska in-shore halibut banks. Central Alaska this year furnished 89,479 pounds, the first product of the western banks.

With a catch of 95,000 pounds of halibut the fishing sch. Idaho, Capt. Thomas P. Quinn, reached Seattle recently from southeastern Alaska waters, completing her maiden voyage to the north. The vessel was out over a month, but was unable to start fishing until January 29 on account of rough weather.

Preserving Fish.

Considerable interest is manifested at the present time in the extension or increase of cold storage facilities for preservation of Alaska fish products, the Fishing Gazette says. One company is being organized in Seattle to establish a cold storage plant at Icy Strait about 100 miles north from Sitka. It will consist of a cold storage ship and freezing plant run by water power. A plant established at the place can take care of fish products from the salmon traps

nearby, such as halibut, cod, plaice and other varieties which for some time have been thrown away to the extent of many thousands of pounds yearly. The enterprise if successful, will lead to the establishment of others of a similar kind. Skill in handling and proper facilities to handle the products quickly are the main essentials. A product of two million pounds should be secured each summer.

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HALIBUT FARE AT T WHARF TODAY

Sch. Quannapowit In With Small Fare, Strikes a Falling Market.

The T wharf fleet this morning consists of 12 sailing vessels and one steam trawler, although no real large fares are reported in the lot.

Sch. Quannapowit, Capt. Daniel McDonald, has a fare of 14,000 pounds of fresh halibut and 9000 pounds of cod. The former sold at 14 cents a pound for white and 10 cents a pound for gray.

Of the off shores in, sch. Mary C. Santos has 58,000 pounds; steamer Swell, 27,000 haddock, 4000 scrod and 3000 cod.

Haddock sold at \$2.75 to \$3.50 a hundred weight, large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$4 to \$7; pollock, \$3.50 to \$4.

Boston Arrivals.

The fares and prices in detail are: Sch. Quannapowit, 9000 cod, 14,000 halibut.

Str. Swell, 31,000 haddock, 3000 cod.

Sch. Matchless, 47,000 haddock, 900 cod.

Sch. Josephine DeCosta, 12,000 haddock, 1000 cod.

Sch. Manomet, 6000 haddock, 1000 cod, 1500 hake.

Sch. Evelyn M. Thompson, 7000 haddock, 500 cod, 5000 hake, 1000 cusk.

Sch. James and Esther, 5500 haddock, 2000 cod, 14,000 hake, 1500 cusk, 2000 pollock.

Sch. Mary F. Sears, 15,000 haddock, 1400 cod.

Sch. Annie and Jennie, 1200 haddock, 200 cod, 2000 hake.

Sch. W. M. Goodspeed, 13,000 haddock, 1000 cod.

Sch. Mary C. Santos, 56,000 haddock, 2300 cod.

Sch. Natalie J. Nelson, 20,000 haddock, 400 cod, 1200 hake.

Sch. Annie Pery, 1200 haddock, 3000 cod.

Haddock, \$2.75 to \$3.50 per cwt.; large cod, \$4 to \$4.50; market cod, \$2 to \$2.50; hake, \$4 to \$7; pollock, \$3.50 to \$4; halibut, 14 cents for white and 10 cents for gray.

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Foreign Salt Fish.

According to Norwegian reports, published by Farmand, the cod fisheries of Finnmarken were hampered by rough weather during the first week of February. Full official reports for the season are not yet at hand, but the returns received are generally satisfactory. The reports of the Norwegian codfish catch for the season to January 25 give a total of 5,093,000 cod, as compared with 5,605,000 at corresponding date in 1912. Of this quantity 4,525,000 have been salted for split fish, as against 3,766,000 last year while 437,000 have been hung for stockfish the corresponding figure in 1912 being 1,771,000. The figures for Finnmarken, by far the most important district at this time, refer only to the period ending December 31, up to when the catch was 8,614,765 kilogrammes, or 3,197,000 fish—a larger figure than for any season except last, when the total was about 4,000,000 fish. This season a larger proportion have been salted for split fish—viz, 2,846,000—while 273,000 have been hung for stockfish, or 800,000 less than last season. In Tromsø Amt the catch was better than for many years and at Yttersiden 932,000 cod were taken, as against 742,000 last year and 57,000 (to February 4) in 1911. The indications are that the catch will not be quite so large this season as in 1912, but that the quantity of split fish prepared will be greater.

Halibut Sale.

The halibut fare of sch. John Hays Hammond sold to the American Halibut Company yesterday at 7 1/4 cents a pound right through.

PORTLAND CRAFT CAUGHT IN ICE

After an absence of 35 days the fishing schooner Angie B. Watson, hailing from Portland, returned Tuesday from Brown's banks, reporting the severest weather of her career. Four days she was imprisoned in the ice of Yarmouth, bay and escaped only with the aid of a tug boat which had to be called to break way through for her.

Capt. Skofield reported the loss of 25 tubs of gear on account of the severe weather and the rough bottom that was encountered.

The Watson left Portland on the 18th of last January and on the 17th of this month she put into Yarmouth, N. S., for a harbor for the night. During the night the temperature dropped to below zero and in the morning the schooner found herself frozen in hard and fast. For four days she was helpless, her own auxiliary power being insufficient to free her from the ice that bound her. A tug was sent for and on Thursday the schooner was again clear and she set out at once for Brown's banks where she began fishing again. Fortune favored her on this occasion and when she arrived at Portland she had 30,000 mixed fish aboard, the largest fare that has been brought to this port by a single vessel this winter. She started for home last Saturday.

GEORGESMAN LOST RUDDER

Sch. Senator Saulsbury, Capt. William Sloan, a Georges handliner, on her way from the Georges banks to Portland, lost her rudder while at sea, and it was with the greatest difficulty that she was able to reach Rockland Tuesday morning. She brought in 6000 pounds of halibut and about 1000 large cod which Capt. Sloan sold by telephone to J. W. Trefethen & Co. of Portland and shipped to Portland by rail.

LAKE FISHERMEN VOTE TO STRIKE

Orders for an immediate strike of the members of the Great Lakes Fishermen's Association were sent out from Cleveland, Ohio, Wednesday evening. A strike vote of the 1080 members of the union taken Wednesday night showed only 11 members opposed to a walkout.

Fish dealers Monday refused a compromise wage scale offered by the fishermen asking for an increase of from 15 to 25 cents a day conceding an 11-hour day.

English Fish Consumption.

According to a writer in the "English Statistical Journal," the total English consumption of fish may now be placed at \$60,000,000 yearly. This value is probably multiplied two or three fold by the time it reaches the consumer. The United Kingdom produces about half the quantity and value of sea fish produced by all the countries bordering on the North Sea and the Baltic. The total yield of the fisheries of all these countries in 1909 was about 46,400,000 cwt. (cwt.—112 pounds), valued at \$96,842,000. The British and Irish output landed in the United Kingdom amounted to nearly 22,500,000 cwt., valued at \$52,023,000 so that of the total value British fishing boats produced considerably over half.

The large amount of fish consumed in the United Kingdom is due it would seem, to the widespread taste for that article of food, together with the speedy distribution of the fish in a fresh condition and the superior purchasing power of the British inhabitants on the whole compared with Continental nations. The production of the British fishing fleet continues to increase, and the figures just issued by the Board of Agriculture and Fisheries for England and Wales for the year 1912 are the largest on record.

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They show a wonderful expansion as compared with some years ago. The principal catches were: Herring, 5,377,149, against 4,995,976 cwt. in 1911; cod, 2,486,801, against 2,562,182 cwt. in 1911; haddock, 1,972,652, against 2,114,287 cwt. in 1911; plaice, 834,213 against 986,165 cwt. in 1911.

The most important fish landed is the herring, but a very large amount is expected as skippers or bloaters, and the domestic consumption is, perhaps, less than the consumption of codfish, haddock, or plaice. According to the official statistics, exports of cured or salted herring from the United Kingdom last year amounted to \$22,290,000, against \$20,575,600 in 1911, and \$18,119,000 in 1910. Exports of other salted and cured fish amounted to \$4,487,300, and of fresh fish of all sorts to \$5,850,000. Imports of all kinds of fresh fish were valued at \$4,983,200 and of fish cured or salted at \$5,280,000.

Another New One.

A new schooner for Capt. Benjamin Cook of Lunenburg, will be launched at that place this week.

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TRADE STILL HOLDING GOOD

Fourteen Trips at T Wharf This Morning—Prices Are Very Fair.

Fourteen fresh fares arrived at T wharf since yesterday's report, seven being from off shore with fair sized trips of mostly haddock and cod.

Trade was good, prices remaining about the same as yesterday. The largest fares are schs. A. Platt Andrew, 35,000 pounds; Mildred Robinson, 60,000 pounds; Gov. Foss, 50,000 pounds; Alice, 46,000 pounds; Imperator, 55,000 pounds; Aloha, 45,000 pounds; steam trawler Ripple, 20,000 haddock, 2000 scrod, 4500 cod.

Wholesale prices on haddock were \$2.50 to \$3.50 a hundred pounds, large cod, \$4, market cod, hake, \$4 to \$7, pollock, \$3.50 to \$4, cusk, \$1.05 and halibut, 16 cents and 17 cents a pound.

Boston Arrivals.

The fares and prices in detail are: Sch. A. Platt Andrew, 27,000 haddock, 5800 cod, 400 halibut.

Sch. Mildred Robinson, 45,500 haddock, 10,000 cod, 100 hake, 5000 pollock.

Sch. Gov. Foss, 45,000 haddock, 3500 cod, 500 hake, 200 pollock, 300 halibut.

Sch. Matthew S. Greer, 20,000 haddock, 200 cod.

Sch. Harriett, 3500 haddock, 1000 cod, 200 hake.

Str. Ripple, 22,000 haddock, 4500 cod.

Sch. Alice, 20,000 haddock, 13,000 cod, 10,000 hake, 3000 cusk, 500 pollock.

Sch. Imperator, 45,000 haddock, 1300 cod, 10,000 cusk, 700 halibut.

Sch. Aloha, 38,000 haddock, 1400 cod, 7000 cusk.

Sch. Louise R. Sylvia, 15,000 haddock, 800 cod, 3000 hake.

Sch. Fitz A. Oakes, 3000 cod.

Sch. M. Madeleine, 5000 cod.

Sch. Massasoit, 1500 cod, 1000 pollock.

Sch. Yankee, 2000 haddock, 800 cod, 1000 hake.

Haddock, \$2.50 to \$3.50 per cwt.; large cod, \$4; market, \$2; hake, \$4 to \$7; pollock, \$3.50 to \$4; cusk, \$1.05; halibut 17 cents for white and 16 cents for gray.

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Fishing Fleet Movements.

Schs. Yokima Frances P. Mesquito, Fannie E. Prescott and Gladys and Nellie, arrived at Liverpool Tuesday last and cleared for fishing.

Sch. Imperator arrived at Shelburne Tuesday last and cleared.

Will Have Auxiliary Power.

Sch. Arthur James will be fitted with two large gasoline engines shortly, so as to be ready for the spring mackerel fishery when the craft starts more happy birthdays to come.

Halibut Sale.

The halibut fare of sch. Monitor sold to the New England Fish Company this morning at 13 cents a pound for white, nine cents for gray and five cents for poor fish.